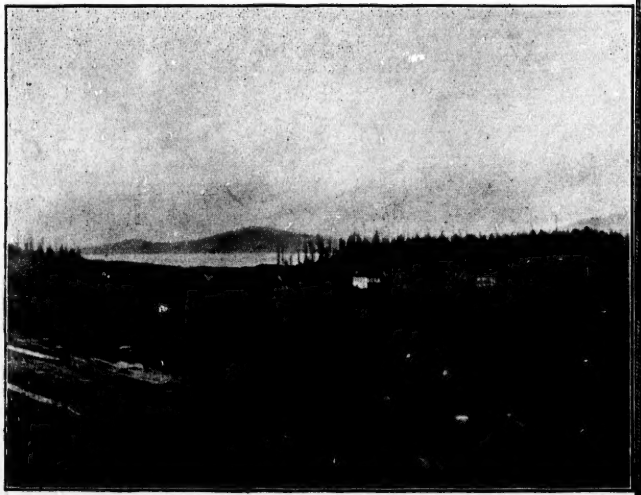

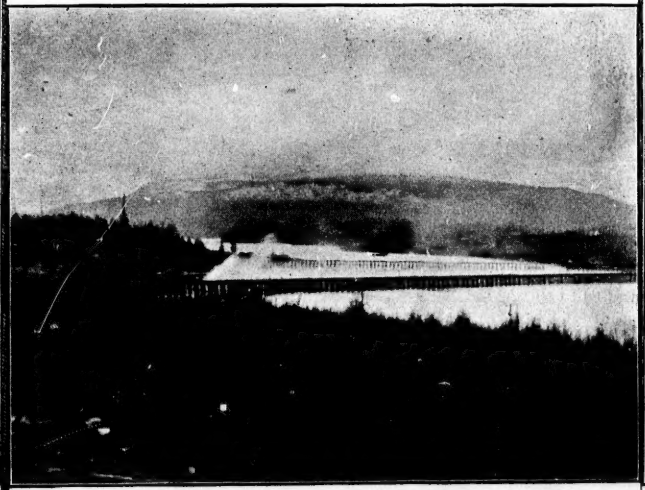

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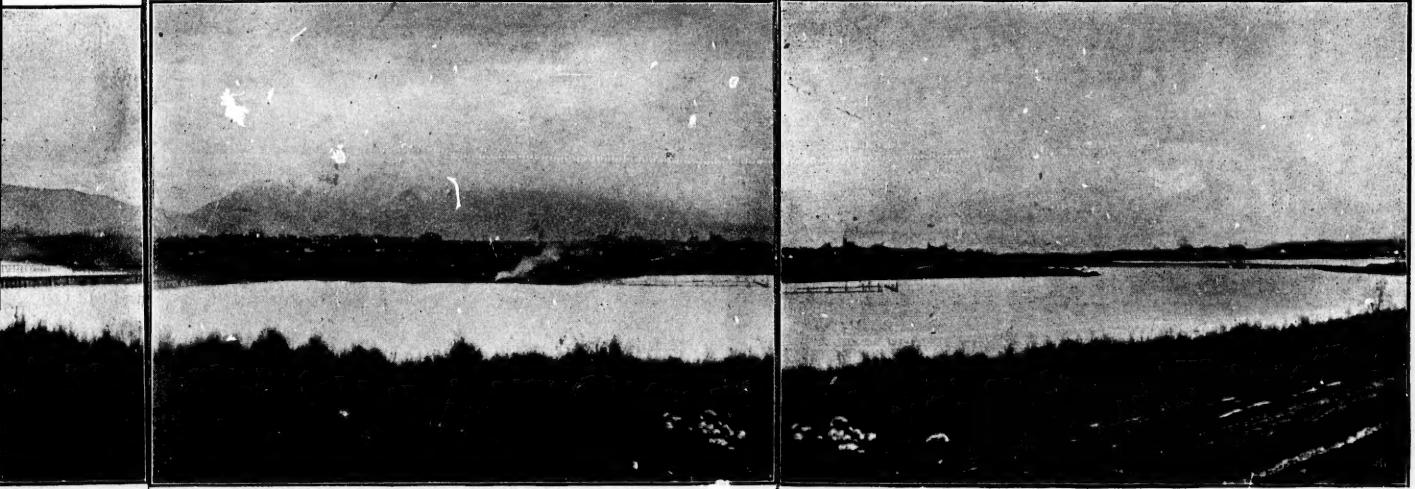

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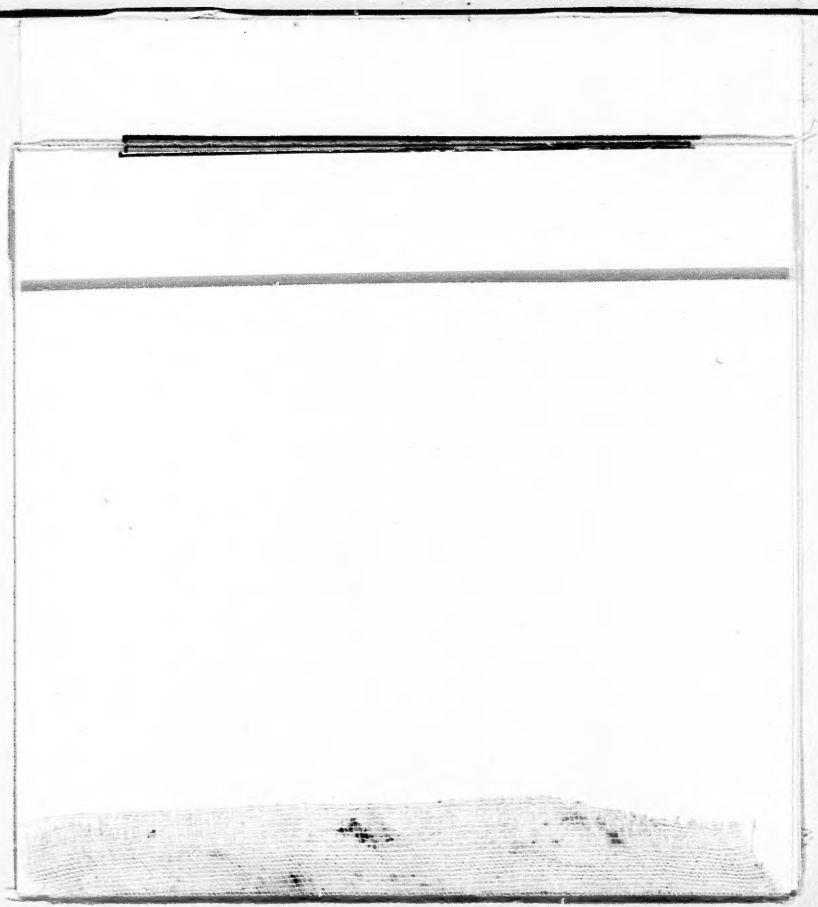

FROM COAST TO COAST

A FARMER'S RAMBLE THROUGH CANADA, AND THE CANADIAN PACIFIC RAILWAY SYSTEM,

— BY —

CHARLES T. FORD,

Member of the Royal Agricultural Society, England, and Member of the Council of the Devon County Agricultural Association.

OAKHAY,
STOKE CANON,
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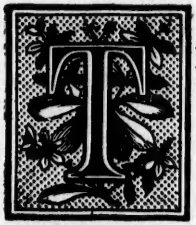
A FARMER'S RAMBLE.



HURSDAY, June 30th, 1898, found me on board the premier Canadian Liner, "Parisian," bound for a trip across Canada, through the Rockies, to Vancouver and Victoria.

About three hours before we started, the "Yorkshire," of the Dominion Line, left on the same route. As we went into Moville to embark passengers, we saw the "Yorkshire" about 15 miles ahead of us. She had not called at Moville, whilst our calling there gave her the advantage of a further three hours' start; nevertheless about eight o'clock on Saturday morning she was seen on the port bow, and by five o'clock in the afternoon of the same day we had left her behind. This is now the third boat of the Dominion Line that the "Parisian" has beaten this season, and she may therefore well be called the Premier Canadian Liner. On Saturday about mid-day, we met the Dominion Liner "Labrador" (the best ship of that Line, and which the "Parisian" had also beaten on a previous voyage) on her return from Montreal to Liverpool. It was a bright day, with a stiff breeze and a long Atlantic roll, which caused plenty of white horses to appear, and a movement of the ship not altogether agreeable to many of the passengers, although the majority seemed to revel in what was certainly a most delightful day. During part of the day we had the

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"Yorkshire" and "Labrador" in sight, we had also two barques near us, and grand they looked under press of sail dancing over the somewhat turbulent waters.

On Sunday the wind had dropped, the morning was delightfully sunshiny, and the good ship "Parisian" was forging ahead on an almost level reel. Morning and afternoon services were held by the Rev. A. S. Bolton, of St. Helens (who was taking a trip to Canada), and were highly appreciated by the passengers. Towards evening, and also during the night, light misty rain was encountered, but no wind to cause the ship to roll or pitch, and Monday morning opened as bright and glorious as it was possible to wish. The passengers now began to get on good terms with each other; and the stiffness which generally shows itself between English travellers who meet promiscuously was wearing off. After lunch, games of various descriptions were indulged in, shuffle board, quoits, and potato race—a most amusing game, played by two rows of people standing opposite each other and seeing which side can pass 12 potatoes from hand to hand down the ranks and back again the quickest. We were also amused by bolster fights, two men getting astride a pole and trying to knock each other off with bolsters.

Tuesday, July 5th, opened bright, cold and clear, with the wind from the North. Nothing had been sighted since Saturday; but the cold indicated that we were probably not far from icebergs. About 5 p.m. ice was reported about ten miles away on the starboard bow, one huge berg, estimated to be about seven miles long. As we approached nearer to it an opinion was expressed that it was a thick bank of fog, but we did not get near enough to determine what it really

was; it had all the appearance of ice with the sunshine gleaming upon it in a most brilliant manner. About 8 o'clock a small iceberg was seen away on the Southern horizon; it was too far away to see its size and shape, and only the white gleam of the reflected sunshine was visible at that distance. The sunset was the brightest I had ever seen, the gold and purple tints changing from moment to moment in a most entrancing manner, and on the opposite horizon, near the iceberg, a short rainbow appeared, the whole circle of the horizon completing a picture which will not soon be forgotten by those who witnessed it. Wednesday morning was delightfully fine; we were all aroused about 6 o'clock by the report that icebergs were in sight. It appeared we had entered the iceberg fields about 2 a.m. We steamed through them for 11 hours until we entered the Straits of Belle Isle about 1 p.m.; over fifty were counted at one time. Most of the icebergs had the appearance of frozen snow, of dazzling whiteness, whilst from others the snow had been apparently washed or melted off, giving them a beautiful azure colour. One of the largest we saw had a strangely remarkable resemblance to a ruined castle, with a wide inclined plane at one end, looking like a roadway leading from the water's edge to the castle entrance.

The run through the Straits of Belle Isle was made in delightful sunshine, with a sharp health-giving breeze becoming warmer as we neared the Gulf of St. Lawrence, which we entered about 6 o'clock, passing several icebergs and small fishing boats. When nearing the light-house at Point-a-Mort we spoke H. M. S. "Rambler," surveying ship, which signalled to be reported, and was duly replied to by our Captain.

The French fishing villages on the Newfound-

land coast (which have caused, and are still causing, such friction) were seen as we passed.

On passing the large island of Anticosti, the property of M. Menier, of chocolate renown, and near Heath Point Lighthouse, which stands well out from the Island, we ran into a school of whales, causing great excitement amongst the passengers. In the afternoon we met the "S. S. Gallia" (Beaver Line) homeward bound.

In the evening a concert was given by the passengers, with the late Dr. J. Wallace, of Liverpool, in the chair. A collection was made on behalf of the Orphan Seaman's Home, in response to the eloquent appeal of Dr. Wallace.

On Friday we arrived at Remouski, where we landed passengers for Nova Scotia, Halifax, Bermuda and elsewhere, and here we had newspapers, the first intelligence we had had from the outer world since we left Moville on the previous Friday. We then learnt of the sad loss of the "Burgoyne" and of thedestruction of the Spanish Fleet off Santiago. During the day we met the "S. S. Numidian" of the Allan Line, homeward bound.

The bold range of the Laurentian Mountains, which are of the oldest or primary geological formation, and extend from Labrador to Lake Superior, shows up very prominently on the North West shore of St. Lawrence, resembling in some parts our own Dartmoor Hills. The whole of the opposite shore-line of the St. Lawrence from Remouski to Quebec is thickly populated, the inhabitants getting their livelihood mostly by lumbering and fishing, whilst many are pilots who earn handsome incomes, and therefore are able, in times of need, to help their poorer neighbours; although I was told they require a good acknowledgement for so doing. The in-

habitants are all French Catholics, and very jealous of English or other settlers.

Quebec was reached about 8 p.m. It is grandly situated on a spur, formed by the St. Lawrence and the Charles rivers. The Citadel and Chateau Frontenac (the latter recently rebuilt by the Canadian Pacific Railway Co. as a magnificent fireproof hotel) command unrivalled views of the St. Lawrence and adjacent country.

After passing the Citadel we had a good view of the Heights of Abraham, up which in 1759 General Wolfe led his army the night before his battle with the French under Montcalm. It was this battle which gave England possession of Quebec, which she has held ever since.

The following afternoon we arrived at Montreal, which is certainly the finest, as well as the largest, city of Canada, having over 300,000 inhabitants. It is beautifully situated on the banks of the St. Lawrence, sloping upwards from the river to Mount Royal, which forms a magnificently wooded background. The view from the Mount is so perfect and uninterrupted, that the City and surrounding country appear like a map laid out before one. Montreal is beautifully built, the public buildings of grand and massive designs, whilst the private residences are charming specimens of perfect domestic architecture, made more complete by the ornamental trees which shade the roads and footpaths. The McGill University, which has taken such a lead in higher practical education, has magnificent blocks of buildings. I had the advantage of looking through that portion of the buildings occupied by the Faculty of Applied Science, under the guidance of Dr. Bovey, Dean of the Faculty, a Devonshire gentleman of whom Devonians may well be proud for the position he

has taken in the scientific world. The work shops and laboratories are equipped with the best and most modern appliances for scientific investigations in all kinds of engineering. I had the pleasure of meeting there Mr. W. C. MacDonald (since knighted) the munificent donor of nearly a million sterling for founding the Faculty, and whose only wish seemed to be to keep it the highest school of applied science. Much as I should like to dwell on all the beauties and pleasures of Montreal, time admonishes me that I must get onward if I am to go to Vancouver and back and see anything of the vast intervening country. Having a letter of introduction from Lord Strathcona, the High Commissioner of the Dominion, to the Honourable Clifford Sefton, the Minister of the Interior, I took the train to Ottawa, the seat of the Dominion Government. Mr. Sefton was away at the time, and I was received by Mr. Scarth and Mr. Rothwell, Assistant Secretaries, to whom I am indebted for great personal attention and kindness. A carriage was placed at my disposal, and a gentleman (Mr. Bate) from the Department deputed to accompany me to the Experimental Farm, which I had expressed a wish to see. Dr. Saunders, the Director, was away on his annual inspection journey to the West. I had, however, the pleasure and advantage of spending two days subsequently with him in British Columbia. Mr. Shult, the Chemist, kindly undertook to show me over the Farm. I was exceedingly gratified to see how thoroughly and practically the whole work in the different departments is carried out. There are five of these Experimental Farms in the Dominion—The Central, at Ottawa; Nappan, N.S.; Brandon, Manitoba; Indian Head, Assiniboia; Agassiz, British Columbia; besides the Guelph College

and farm in Ontario; so that experiments are continually being made as to the most suitable seeds, etc., for the different and varied soils and climates extending over so vast an area. Seeds, etc., are distributed to the farmers, and valuable reports are issued annually. Having gone over the whole of the Central Farm, we were invited to lunch by Mr. Shult. He being a bachelor, his mother keeps house for him. In the course of conversation during lunch, on my saying I resided near Exeter, Mrs. Shult said she had lived in that neighbourhood for some time, and to our surprise we found it was within a mile of my residence, so that it made us feel at once like old friends, and gave us a deal of pleasure in talking over the old country.

I visited three farms in the neigbourhood, one of 300 acres, owned by Mr John Clark, whose father went to Canada in 1841. He was milking 120 cows and sending milk to Ottawa, where he retailed it at six cents per quart in the winter, and five cents in the summer (a cent is equivalent to ½d. English money) a very remunerative business.

The farming in the district is somewhat similar to our English farming, the four course system being adopted as much as possible. Good clover crops are grown, alsike clover being grown very largely both here and in Montreal Island, in fact it seems so suitable to the soil, that it has become almost indigenous, the waste places and railway tracks inside the fences growing it luxuriously. Maize is grown largely and made into ensilage.

Ottawa is a quiet, restful City, with a good business street and good private residences, the surrounding country being delightful. The Houses of Parliament are magnificently situated, and of very imposing architecture, but the stone of which they are built does not give a pleasing impression.

From Ottawa to Toronto was my first experience of the comfortable sleeping cars of the Canadian Pacific Railway, and very roomy and convenient they proved to be. The train left Ottawa at 10.35 p.m., reaching Toronto at 7 a.m. I went on by the same train to Niagara, and was able to spend the whole day there seeing the falls and surroundings. These I cannot attempt to describe, and although they have been described by some of the greatest masters of language, and depicted by some of the greatest artists, nothing can give a true impression of their grandure and beauty but a visit to them. I can only express my astonishment that any one visiting them should feel disappointed. The soil and climate of Niagara district are so suitable for fruit growing, that a large area of the district is devoted to that purpose, grapes growing in great profusion.

A trip on the electric cars to Chippawa and Queenstown gives delightful views of the Falls, the Rapids and the Whirlpool, and the wonderful steel single-arched bridge over the Rapids, which has a span of 550 feet, the centre of the arch being 226 feet above the water. Toronto, the second most important city of Canada, vies with Montreal in beauty of situation, and in public and private buildings. It has a population of 200,000, is the capital and chief town of Ontario, and is beautifully situated on Lake Ontario. A magnificent harbour, enclosed from the lake partly by natural and partly by artificial protection, makes it an ideal yachting and boating centre. The Parliament buildings are built of a fine reddish brown sandstone, the most beautiful building stone I have ever seen. I was fortunate to be in Toronto during the Exhibition which is held there every year. Permanent buildings have been erected for the purposes of the Exhibition and the finest

grand stand I have ever seen. The exhibits testify to the business energy of the province, the Exhibition of Manufactured Articles, whether for commercial, agricultural or domestic purposes, being most perfect, and more resembling that of an International Exhibition than an Annual Cattle Show. Indeed the Cattle Show is no mean copy of our Royal Agricultural Show. Some of the Shorthorn Cattle exhibited there would have no difficulty in holding a strong position in our Royal Show. The pleasure of my visit to Toronto was very much enhanced by the kindness I received from Mr. C. C. James, the Deputy Minister of Agriculture, and from Captain MacMaster, the latter of whom is known as the Father of Toronto Exhibition. From Toronto my route was to Owen Sound on Georgian Bay, Lake Huron, and from thence by the beautiful steamer "Athabasca," of the Canadian Pacific Co., to Fort William on Lake Superior, a distance of 555 miles. This is a most delightful portion of the trip, the sleeping berths and meals on board are perfect, the dining saloons light and airy, being more lofty than in most sea-going ships, comfortable lounges and easy chairs being provided for passengers.

Charming views of the lovely Island of Georgian Bay, including Manitoulin Island (the scene of Longfellow's "Hiawatha") are seen. Between Lakes Huron and Superior are the locks of Saulte Ste. Marie, through which more tonnage is stated to pass during the period of the year that the locks are open for traffic than through the Suez Canal for a whole year. Fort William, on Lake Superior, is reached after two days and two nights of as perfect a yachting trip as can be wished for: the steamers, of nearly 3000 tons, are built specially for the service with a view of attracting tourists and others, and nothing has been spared to attain

that object. The approach to Fort William is very fine, the fantastic formations of the mountains giving the appearance of figures to which romantic legends are attached.

At Fort William are three Wheat Elevaters; each capable of holding 1,250,000 bus. of wheat, and another, nearly finished, of steel, is both fire and rat proof, whereby it is hoped the cost of storing and grading wheat will be considerably reduced to the grower by a great saving in waste and insurance. There is also another Elevator of about the same capacity at Port Arthur, about 5 miles from Fort William.

From Fort William to Winnipeg, 426 miles, the trains run through for the greater part of the way a wild, uncultivated, broken country, beautifully wooded, with rapid rivers and lakes. Rat Portage, about 100 miles east of Winnipeg, is the station for the Lake of the Woods, which is studded with beautiful Islands, where the fishing and boating are very good. It is a favourite Summer resort for Winnipeg and Manitoba people.

On entering Winnipeg from the C. P. R. Station one feels rather disappointed at the prairie character of the city, but a further acquaintance with it shows the energy and determination of its citizens to do their utmost, not only to maintain it as the great commercial centre of the prairie district, but as one of the most beautiful residential cities of the interior of Canada.

The Capital of Manitoba (the finest wheat growing district in the world) with a population of at present over 40,000, bids fair to soon become one of the largest cities of Canada; and with railways radiating in all directions it is almost as easy (comparatively speaking) to get to any part of Canada or the United States as it is from London to any part of England or Scotland.

On the first evening of my arrival at Winnipeg, I had the privilege, by the invitation of Mr. Alderman Baker (one of the leading citizens of Winnipeg) of attending a meeting of the City Council, in the handsome Town Hall, and listening to the practical manner in which the business was conducted.

One of the principal works on which the Council are now engaged is that of boulevarding the roads and streets. This consists of forming grass plots between the tram lines in the centre of the streets and the carriage roads and side walks, *i.e.* footpaths, and planting them with trees. One of these roads, "The Broadway," in which are the Government Buildings, is the most perfectly ideal road imaginable.

At Dufront, 45 miles south of Winnipeg, the Manitoba Dairy Co. have erected, at a cost of between £3000 and £4000, a factory for condensed milk; between 8000 and 9000 quarts of milk a day are obtained from farmers in the neighbourhood, who are mostly French half-breeds, milking from 10 to 50 cows each.

I had an opportunity of paying a visit to, and looking over, the flour mill at Winnipeg of Mr. W. W. Ogilvie, of Montreal, the pioneer of flour milling in Canada. It was almost impossible to imagine that ordinary flour milling was being carried on there, so perfectly clean was every part of the building, more like an exhibition of milling machinery, than for every day work. I was given some particulars of the Mills: the building is 140 feet high, 47 double stands of rollers, 2 pairs of stones, 2 steam engines, one 125 H.P. and another 550 H. P., driving wheel 20 feet in diameter, 3 feet face, belt 3 feet wide, and nearly 300 feet long. 10,000 bushels of wheat a day are converted into flour; and this is only one of five similar Mills belonging to Mr. Ogilvie.

From Winnipeg the wonderful and immense wheat growing districts of Manitoba are easily accessible. The railways, South West to Souris and Napinka, and the Manitoba and North West, are opening up wheat-land said to be superior to any yet cultivated, and it, as Sir Wm. Crookes (the President of the British Association) says, the population of the world will in 1931 overtake the production of wheat, no better investment or more encouraging prospect for successful emigration can be imagined than that presented by this wonderful country. If the new parts may now appear too far from the centres of civilization, it is only what the present settled parts were a few years ago. Railways, villages and towns soon follow the settler. Travelling by rail from Winnipeg through the prairie one does not see much of the cultivated land, most of the land adjoining the railway being held by speculators who have been looking out for making big profits on their investment, but who are, I am disposed to think, inclined to take less money for their holdings in consequence of the tendency of new settlers to go farther into the country. Towns and villages have sprung up all through the prairie adjoining the railway—Portage la Prairie, with a population of 4,500; Brandon, 5,800, where there is a Government Experimental Farm; Indian Head, where there is another Government Experimental Farm; Regina, the capital of the North West Territory, are all thriving towns, indicating the resources of the country by which they are surrounded.

Calgary, the capital of the great ranching province of Alberta, situated at the junction of the Bow and Elbow rivers, has a population of 4,500.

A line of railway runs South to McLeod, and North to Edmonton. The province is almost entirely devoted to cattle and horse breeding; it is the

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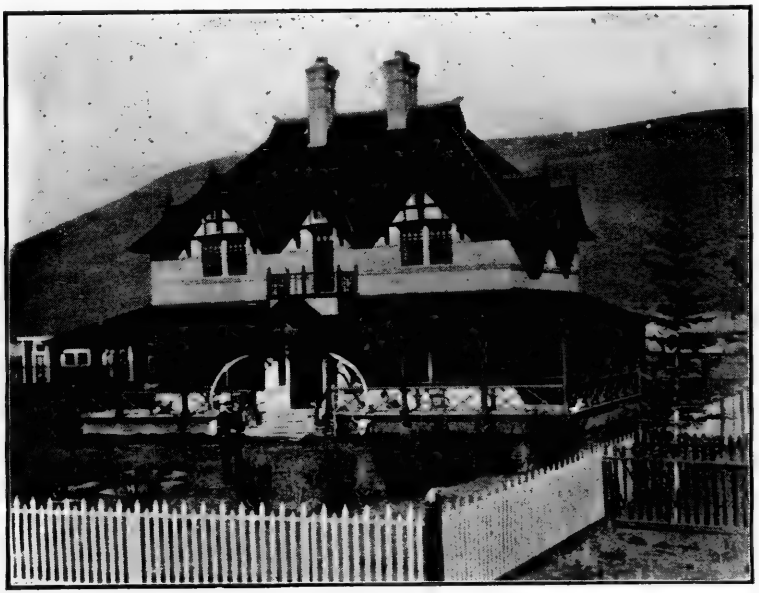

MR. WM. ROPER HULL'S RESIDENCE, NEAR CALGARY.

home of thousands of young English gentlemen, attracted by the freedom of life, the sport and the spirit of adventure which their occupation, either as ranchers or cowboys, gives them. The soil and climate are admirably suited for cattle and horse ranching; it is said that a wind-broken horse is unknown in the Province.

The warm Chinook winds from the Pacific and the Rocky Mountains temper the winters, and enable cattle and horses to lie out without shedding.

In Spring and Autumn all the ranchmen join in a "round up," for the purpose of branding the animals, each owner having his own brand, and it is penal to alter or deface any brand except upon sale, when a defacing mark is made called a "vent."

The cowboy is in his element at these round ups. Large camps are formed, and fun and jollity are the order of the day and often far into the night.

Whilst at Calgary I paid a visit to Mr. Wm. Roper Hull's ranch, 5000 acres, about 9 miles from Calgary, which he had purchased some years before of the Government, who had spent considerable sums on it in irrigation with most satisfactory results.

About 300 grand steers, some 40 to 50 score each, were then grazing on the ranch, and were expected to realize about £10 each. Mr. Hull has erected a handsome residence, beautifully furnished, and has altogether a most delightful property.

To Mr. Sutherland and Mr. Pearse, of the Dominion Land Office, I am indebted for many acts of kindness and for information given me. Mr. Pearse takes much interest in the large irrigation works which have produced such good results. I had an opportunity of seeing some of those results on 100 acres of land which Mr. Pearse holds in the suburbs of Calgary, and where he has built a charming residence, with beautifully laid out grounds and flower

MR. WM. ROPER HULL'S RESIDENCE, NEAR CALGARY.

beds. Besides producing beef, sheep and horses, Alberta is entering largely into the dairy business, fostered by the Government, who do all they possibly can for the agricultural interest of the Dominion, far more than is done by the English Government for the English farmer.

The Government has erected creameries wherever required in the Province, and working it themselves, pay the farmer a certain price for his milk when delivered and the profit balance at the end of the year. This appears to work very well, and the farmers are satisfied with the terms they receive. The Government would like to hand over the creameries to the farmers, who do not, however, seem desirous to alter the present arrangements.

If Manitoba is the Eldorado of the wheat grower, Alberta is decidedly that of the rancher, the boundless miles of unsettled land forming vast grazing ranges where thousands upon thousands of cattle may be fattened for the butcher, and only require settlers and capital.

Travelling as the train does night and day, one has to get up sometimes in the middle of the night to join it: such is the case at Calgary. The West bound train is due to leave there at 2.55 a.m., as we should say in England, but as the 24 hours' time is kept in Western Canada, a.m. and p.m. are not used, and trains bound east leave Calgary at 23.45, or as we should say 11.45 p.m.

I left Calgary, therefore, at 2.55 (the train being "on time") in company with Mr. J. R. Thompson, the Dominion Homestead Inspector for the Province of Alberta, an old friend of mine, and to whom I am much indebted for valuable information with respect to the Province of Alberta. There was just sufficient light to enable one to see the character and outline of the rolling ranch-

BANFF.

ing district. Approaching the foothills of the Rockies, a reserve of the Stony Indians is passed through. The foothills become higher and higher until at Kananaskis Gap, which is reached just after 5 o'clock, the mighty Rockies are fairly entered, and the first view obtained of that magnificent chain of enchanting scenery, which extends now for 600 miles; and, although as one advances, this scenery becomes bolder, more magnificent and entrancingly varied and beautiful, the startling effect of that first view does not get effaced from the memory. It seems to come so suddenly, the lower level of the mountains being in deep shadow, and having in that shadow a very sombre appearance, whilst the distant peaks, which appear behind, distinct, detached, and snow capped, gleaming with varied colours from the bright sunshine which has not yet reached the lower heights, seem like a vision of another and a brighter world.

Banff was reached at 6.35. It has been well chosen and laid out as a National Park, including the most beautiful portion of this grand scenery. The Canadian Pacific Railway Co. have built a magnificent Hotel here. There are natural warm sulphur swimming baths. The air is so pure, and the surroundings so perfect, that nowhere can the jaded man of business or the seeker for lost health find a more suitable spot for rest and change.

The Government has recently enclosed 600 acres of the forest as a home for some buffaloes, which were presented by Lord Strathcona, who had kept them at Silver Heights near Winnipeg. These are said to be the only ones now left of the enormous herds that used to roam the country. There are now 17 buffaloe at Banff, whilst 5 are still left at Silver Heights, the Winnipeg people

being anxious to keep some in their neighbourhood.

From Banff a short ride by train brings one to Laggan, the station for the Lakes in the Clouds, which should not be missed by visitors. Lake Louise, the lowest of these lakes, is 5,600 feet above sea level. The C.P.R. Co. have built a comfortable little châlet, where sleeping and other accommodation can be obtained. It is a delightful sensation after exploring the beauties of the neighbourhood, to sit round the large log fire which is kept burning night and day, even through the summer, and talk over the adventures of the day. The view from the châlet extends across the lake to Mount Lefroy, which is surrounded by a great glacier nearly 300 feet in thickness, portions of which at times break away and fall into the valley, 2,500 feet below, with a crash as of prolonged thunder. 1,500 feet above Lake Louise is the Mirror Lake, a smaller lake, surrounded by pine covered mountains, the water, a clear blue, reflecting the trees and mountains in a wonderful manner, thus giving it its name. 500 feet above the Mirror Lake is the highest of the three Lakes in the Clouds : Lake Agnes. Its character is quite different from the two lower lakes, being nearly destitute of trees, and surrounded by the bare, barren mountain. My visit to these two lakes was taken alone : it is a steep, toilsome ascent, and to get to Lake Agnes an upright rock has to be climbed, and this can only be done by the help of a rope fastened on the top of the rock. It, however, will repay the toil, the view down the Bow Valley for many miles being magnificent, seen as it is from so great an altitude.

A few miles from Laggan the highest point of the Rockies is reached at Stephen. The waters

from the higher mountain tops here divide into two streams: it is known as the Great Divide, one flowing West until it joins the Columbia, and thence to the Pacific Ocean, and the other flowing East to Hudson's Bay through Alberta, Assiniboia, and Manitoba.

From Stephen the line of railway makes a rapid descent from 5,296 feet to 2,530 at Donald, and 2,500 to Beaver Mouth, the valley of the great Columbia river dividing the Rocky Mountains from the Selkirk Range.

A rapid rise from Beaver Mouth to Rogers Pass, Selkirk Summit and Glacier House gives again magnificent views of this wonderful mountain scenery. At Glacier House (4,122 feet), under the shadow of the great peak, Sir Donald, is a handsome hotel built by the C.P.R. Co., a delightful stopping place, from which the surrounding mountains and the Great Glacier can be explored and good shooting can be had. A clever piece of engineering is seen here, in The Loops, by which a difference of altitude of 500 feet is obtained in a distance of 2 miles. Albert Canyon is one of the most remarkable sights in the mountains; the train stops to allow passengers to get out and see it. A railed platform has been erected for that purpose over the solid walls of the Canyon, which are 300 feet high, and the boiling waters are compressed into a narrow channel 20 feet wide.

If Banff be said to be the most beautiful part of the Rockies, Revelstoke must be described as the most beautiful part of the Selkirks, situated as it is on the great Columbia River in the midst of some of the grandest mountain scenery, the point of departure for the Arrow, Slocan and Kootenay Lakes and the Kootenay mining district surrounding them. It is impossible to imagine a more delightful inland place of residence than Revel-

stoke. The C.P.R.Co. have a first class hotel here; the town has an excellent supply of the purest water, and electric light and a high class social club.

From Revelstoke to Arrow Head a train runs, and from thence steamers down the Arrow Lake to Nakusp and Robson. A short line of railway runs to Rossland, the principal mining town of Kootenay district, which, although only of about 4 years' growth, has attained a population of nearly 10,000.

A more delightful pleasure trip can hardly be imagined than that on these three lakes; most comfortable sleeping accommodation, and meals are provided on board the steamers, and an opportunity obtained for seeing the vast mining operations of the whole of the Kootenay district. The immense increase of the mining population of the district has proportionately increased the value of the agricultural land of the neighbourhood.

Sicamous, on the great Shuswap Lakes, is the junction of the line of railway which runs to Vernon and Okanagan Landing at the head of Okanagan Lake.

A fine tract of land between Sicamous and Vernon is only partially brought into cultivation; the soil and climate are most perfect for all agricultural purposes, and there are three sets of flour mills in the neighbourhood.

The surroundings of the Okanagan Lake are most charming. I had the advantage and pleasure of spending two days there in company with Dr. Saunders, the Superintendant of the Dominion Experimental Farms, who was on his annual tour of inspection of these farms with his son, and also of visiting Lord Aberdeen's ranch of 13,000 acres in their company. A deep debt of gratitude

THRASHING ON THE FARM OF MR. PRICE ELLISON (M.P.P.)

is due to Lord Aberdeen from the Dominion for having shown the agricultural capabitities of the district in so practical a manner as he has in farming this ranch; 125 acres have been planted with apples, pears, plums and prunes, and 70 acres of hops, all looking in a most healthy and flourishing condition. Hops have been exported to England and have produced the highest price in the English market, and wheat grown in this neighbourhood obtained the highest premiums in Vienna Exhibition.

Knowing I was anxious to see some wheat threshing, Dr. Saunders took me to the ranch of Mr. Price Ellison, M.P.P. Mr. Ellison was threshing the wheat of a field of 150 acres from the stitches without being ricked. It was a beautiful, even crop, with very bright clean straw (I should say quite 1½ tons per acre), and was yielding 33 bushels of wheat per acre. I had heard of 2000 bushels of wheat being threshed in a day, and in common with other English farmers had some difficulty in accepting the statement. I was able to time Mr Ellison's threshing—it was being threshed into bags containing 130 lbs. or 10 lbs. over 2 bushels, and I found each of these bags was filled in 22 seconds, or rather over 6 bushels a minute, and could then see that it was possible to thresh 2000 bushels a day. This is owing in a great measure to the different make of the threshing machine—the beaters and drum being of quite a different construction from our English machines, and also in a great measure to the extreme dryness of the straw and grain.

At Kelowna beautifully situated about half-way down the lake. I paid a visit to Mr L. Pridham J.P., a Devonshire gentleman, who has a lovely little ranch overlooking the lake. He has 55 acres of orchard, producing apples, pears, plums and

prunes, and a more magnificent crop it was impossible to imagine. The fruit was hanging in thick clusters, and had to be propped to prevent the branches breaking off.

High class tobacco is grown and cured here. A cigar factory has been established, and bids fair to become an important branch of industry.

On the opposite shore of the lake, rather below Kelowna, is a landing stage and settlement called Peach Land, and well so-called, for there some of the finest peaches in Canada are grown. Fifty boxes were put on board the steamer, and finer looking fruit I have never seen.

From Sicamous Junction for over 100 miles the Thompson River is almost a dead level. Steam boats ply on the placid water until at Savona the Thompson Canyon is entered, fitly named the Black Canyon. It is a great relief and a delightful change to stop at North Bend, where a charming châlet has been erected by the C.P.R., and a recherché breakfast is ready for the passenger, served in the most enticing manner. On this occasion the tables were decorated with a profusion of sweet peas of the most brilliant colours, and the effect after emerging from the Black Canyon of the Thompson and Fraser Rivers was like that of the transformation scene of a Pantomime. At Yale the grand and sombre canyons are left behind. The Fraser River here becomes navigable to New Westminster; the valley widens, containing land of the richest agricultural quality, notably the Pitt Meadows. Immense Douglas pines and cedars bear witness to the fertility of the soil and the wonderful climatic influence on vegetation.

At Mission Junction a branch line crosses the Fraser River to the International boundary, and there connects with the United States railway

system to San Francisco, Los Angelos and intervening districts.

Just before reaching Mission Junction a fine view was obtained of Mount Baker, an isolated mountain 13,000 feet high, with its perpetual mantle of snow, a most striking feature even in this land of such wonderful scenery.

Vancouver was reached at 13 o'clock, or 1 p.m. The approach to Vancouver from Port Moody, skirting Burrard Inlet, the grand harbour of Vancouver, is delightful, giving promise which is soon fulfilled, of the pleasures in store for the temporary visitor, or for those who determine to make this terminus of the superb system of the Canadian Pacific Railway their future home. Having stayed 10 days in Vancouver and the neighbourhood, I am bound to say that no 10 days in my trip were more enjoyable than those I spent there. With a most perfect climate, although at times the mercury was 90° in the shade, the purity of the atmosphere prevented any feeling of oppressiveness or lassitude. Vancouver is certainly magnificently situated for the terminus of the great Transcontinental Railway. The inhabitants seem to understand the great future that is before them, and to allow no efforts on their part to be wanting in attaining it. Until May, 1886, the site of Vancouver was a dense forest. From May to July log and lumber houses for a population of 1,000 were erected, and in July of the same year all but one house was burnt down. It is now estimated that the population of Vancouver is 25,000, and this is not owing to any great boom (such as did Winnipeg so much injury, and from which she is only now recovering), but entirely from the steady increase of legitimate mercantile requirements. Magnificent stone buildings have been, and are now, being erected

for mercantile offices, banks, etc. A splendid supply of the purest water from the Cascade Mountains on the north of Burrard Inlet is brought under the entrance channel of the harbour. The electric trams show the enterprise and energy of a population determined to make the best of the opportunities placed at their disposal.

New Westminster, about 7 miles from Vancouver, is the seat of the great salmon canneries of the Fraser River, with a population of 8,000, and is connected by an electric railway. Sad misfortune has, however, over taken New Westminster. About a week after I was there the whole of the city was burnt to the ground, but the energy that distinguishes Vancouver is happily the same in New Westminster. The city is being re-built, and will, no doubt, soon be more beautiful even than before. And one cannot help thinking, on looking at the two cities, that the time is not far distant when they will become one, rivalling even Montreal, and eventually Liverpool; for Vancouver has become the great highway from Europe to the far East. Splendidly appointed steamers run regularly to China, Japan, Australia, etc.

It is a delightful trip from Vancouver to Victoria in Vancouver Island, across the Gulf of Georgia and through Plumper's Pass; but I must say I was disappointed in the City of Victoria. More than four times the age of Vancouver, I expected from all I had heard of it to find a minature Montreal or Toronto, having a site equal, if not superior, to either of those cities, but found that the younger city of Vancouver had quite eclipsed it. There seems to be a deadness and want of energy so different from Winnipeg and Vancouver. The Houses of Parliament and Government buildings for the whole of British Columbia form a magni-

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SALMON FLEET, MOUTH OF FRASER RIVER, BRITISH COLUMBIA.

ficent block of buildings, and the energy and courtesy of Victoria seems to be centred in Government officials. I am much indebted to Mr. Jessop, of the Education Department, for giving me valuable information, and for having devoted several hours of one of the days I spent in Victoria in so doing, and in pointing out objects of interest. But I could not help thinking that Vancouver should have been the seat of Government, the members of the Provincial Parliament having now from the mainland and the greater part of the Province an eighty miles' sea voyage to attend to their Parliamentary duties. I was fortunate in having magnificent weather for the trip across the Gulf of Georgia, and a run through the salmon fishing fleet of boats off the mouth of the Fraser River. They had just finished their night's fishing, and were running in for the Canneries. It was a novel and exciting scene, 4,000 boots with their sails all set (mostly white with a few tan coloured ones) extending as far as the eye could reach. I cannot leave Vancouver without expressing my thanks for the kindness and courtesy shown me by residents to whom I had the good fortune to be introduced. There were no special reasons for showing me such courtesies, but they seemed to be the characteristics of the citizens of this no mean city, and which tend to make it such a delightful place of permanent residence or for the casual visitor. By the courtesy of Mr. Ian Coltart, of the *Province Newspaper*, I was made an Honorary Member of the Vancouver Club, and I was also indebted to him for a letter of introduction to Mr. Bostock, M.P. for the Yale Division of the Dominion Parliament. I am also much indebted for exceeding kindness and information to Mr. Coyle, the C.P.R. agent at Vancouver, and to

SALMON FLEET, MOUTH OF FRASER RIVER, BRITISH COLUMBIA.

Mr. Gordon Legg, the Managing Director of the Union S.S. Co. of B.C., and I am sure they would be only too ready to render the same courtesy to anyone visiting Vancouver.

Having now to say good-bye to Vancouver, with its pleasant memories, my return journey was commenced. Mr. Coltart had written to Mr. Bostock to say that I would pay him a visit, and he very kindly met me at Kamloops, about 18 miles from his ranch, "Monté Creek," near Ducks Station, on the main line of the C.P.R. Kamloops is beautifully situated at the junction of the North and South Thompson River, which here widens out to a lake-like character. On the triangle formed by the junction of the two rivers is an Indian reserve, which I visited in company with Mr. Bostock and Mr. Irving (the Indian agent for the district). There is a school on the reserve for Indian children (boys and girls) conducted by two Roman Catholic Priests and two Sisters. There were 38 children then in the school, all looking very happy and comfortable.

A dusty ride of 18 miles from Kamloops to Monté Creek (Mr. Bostock's ranch) gave me a splendid opportunity of seeing the farming of that district. Being in the dry belt, irrigation is necessary for farming operations, and the effect of such irrigation is extraordinary, more particularly on root crops and clover.

We arrived at Mr. Bostock's residence just after 7 p.m., and were welcomed by Mrs. Bostock and three as bonnie children as one could wish to see, the picture of health and happiness.

Monté Creek is an ideal British Columbian ranch, consisting of about 4,000 acres, with a run for cattle over the mountains of about 20,000 acres more. This mountain range grows that succulent bunch grass upon which cattle thrive so well and get fat. The stock consisted of 1000

head of cattle, with 50 or 60 horses, and about the same number of pigs. About 200 acres are under cultivation, and magnificent crops were produced under irrigation—mangolds, swedes, and clover (3 tons per acre of clover hay had been saved, and quite 2 tons per acre of second clover were then, in August, ready to be cut and made into hay); and the finest sample for colour and stoutness of 2-row barley I have ever seen growing was being harvested. The advantage of the dry belt of British Columbia is the certainty of good harvest weather, the grain, straw and hay being saved in perfect condition, and with the minimum expense of labour. On the day after my arrival at Monté Creek Ranch, Mr. Bostock and I, mounted on horses, left at 9 o'clock in the morning and rode to some meadows 9 miles from his residence where 150 acres of hay were being cut and saved, the cutting and saving going on simultaneously. The hay is got into pooks or cocks as soon as possible after being cut, the intense heat in these valleys drying it very fast, and the work of getting into ricks can then be more leisurely done than if it were lying spread on the land. After staying some time in the hayfield we started on a ride over the 20,000 acres of mountain forest for the purpose of seeing the cattle, which we found in various parts, and looking in splendid condition. They were of good shorthorn breed, with pedigree bulls running with them. What struck me, as a practical grazier, was the wonderful amount of lean flesh they had. We returned about 7.30, having spent as enjoyable a day as possible. Mr. Bostock is an English barrister, and represents in the Dominion Parliament the Division of Yale, a division as extensive in area as Great Britain and Ireland, the Isle of Man, and the Channel

Islands. This will give some idea of the extent of the vast Dominion of Canada, when so large a Parliamentary Division represents so comparatively small a portion of the Dominion.

The capabilities of British Columbia are varied, with valleys as warm as the South of Europe, and as capable of growing fruit as the South-West of Ontario. It rivals Alberta as a beef-producing district. The warm valleys yield heavy and ample crops of hay, whilst in the summer the bunch grass, which grows on the mountain sides, is most nutritious. The vast mineral resources, which are becoming rapidly developed, and attracting a large mining population, insure good prices being obtained for all agricultural produce.

Mr. Bostock's ranch seemed to be about an average size for the district. There are smaller ones and some larger: two that I heard of, but had not an opportunity of visiting, were the Douglas Lake Cattle Co.'s ranch, with 20,000 head of cattle, and Mr. T. Ellis' ranch at Penticton with about the same number of cattle. Having completed my visit to Mr. Bostock and his happy surroundings, which I shall ever remember as one of the most pleasing incidents of my trip, and as having given me a better idea of British Columbian ranching than I could have obtained in any other way, my homeward journey may be said to have fairly commenced. Having taken some interest in the work of the Agricultural College at Guelph, from reports I had read and other sources, and having urged (with others interested in agriculture in this County) the Devonshire County Council to establish an Agricultural College for our County on somewhat similar lines to that at Guelph, I was anxious to pay a visit there. The College farm

of 600 acres is situated about two miles from the town of Guelph, and is admirably suited for the purpose. The horticultural department is supplied with the equipment necessary for students who wish to devote special attention to fruit-growing, market-gardening, or floriculture, under the direction of Mr. H. L. Hutt, B.S.A., a clever horticulturist whom I had the pleasure of meeting at the Toronto Exhibition. While here he drew my attention to the advantages obtained by spraying for growing fruit, the difference in the sprayed and unsprayed fruit being really remarkable. A thoroughly practical agricultural education is imparted to the students, whose numbers increase year by year: in 1898 over 300 were enrolled, while in 1893 there were only 117, showing the increasing popularity of the College. The curriculum includes—English, Mathematics, Book-keeping, Natural Science, Physics, Chemistry, Geology, Botany, Zoology, Entomology, Bacteriology, Agriculture, Live Stock, Poultry, Apiculture, Dairying, Horticulture, Veterinary Science and Economics, under the different Professors of the various subjects, whilst the practical farming is under Mr. Rennie, the Farm Superintendent, a good, sound, practical farmer, with whom I had the pleasure of walking over the farm. About 50 acres of the farm is divided into more than 2,000 plots for experimental purposes, under the charge of Mr. C. A. Zavitz, B.S.A., whose valuable researches have become so well known. I have no hesitation, as a practical farmer, in advising any young man just leaving school and contemplating farming in Canada, to spend two years at Guelph College. I know of no better preparation for a farming life; the fees are very low, and may be still further reduced by the individual work of the students.

Guelph is a nice, bright town of about 12,000 inhabitants, with good stone buildings and well-furnished shops. The suburbs are very delightful, with good private residences. Two brothers of my friend, Mr. J. R. Thompson, of Calgary, reside about 4 miles from Guelph, where they own and farm 400 acres of land. It has been in the family for many years, Messrs. Thompson's father (the son of an English Admiral) having been one of the pioneers of Ontario settlers, and it therefore gave me a good opportunity of seeing what these old settled properties were like. The main road from Guelph to Owen Sound, perfectly straight and level as far as the eye can reach and beyond, an ideal road for cyclists, intersects the property. Two handsome stone residences have been built, one on either side of the road, thus forming two distinct estates with the necessary farm buildings. About 150 acres of each are under cultivation, perfectly level and well farmed. The remainder of the land drops at either end to two creeks, which provide plenty of water for the stock grazing on the two 50 acres of unbroken land. The four-course system, almost identical with our English system, is adopted. About 40 head of cattle are kept on each property. A standing flock of sheep is not kept, but some are purchased every year and fattened by Christmas. One of the finest crops of swedes I have ever seen was then about to be stocked for that purpose. When Mr. J. R. Thompson of Calgary, paid me a visit in England some time ago he saw a good crop of thousand headed kale which I had then grown. He advised his brothers to grow some, and they told me they had grown some very heavy crops of it, and intended growing more, but had unfortunately not been able to get any seed for that year. I am convinced, from my

own knowledge of the growth of thousand headed kale, and from what Messrs. Thompson told me, that it is a crop well suited for Ontario, and far preferable and safer food for sheep than rape, which is more quickly injured by frost. The surroundings and circumstances of Messrs. Thompson's property, which appear to be typical of the old settled parts of Ontario, seemed to me very similar to property of the same description in England, and quite as good returns can be made from it. Whilst at Guelph I had also an opportunity of seeing a magnificent herd of 70 Hereford cattle, the property of Mr. Stone, whose father and he had been well-known successful breeders of Herefords for many years, and the son well maintains the reputation of the father.

From Guelph to Montreal completed my railway journey of between 6,000 and 7,000 miles on the Canadian Pacific Railway, with its many pleasant days and comfortable nights, for the Pullman parlour, dining and sleeping cars afford the perfection of railway travelling. The tediousness and monotony of long railway journeys are not felt; a gangway runs the whole length of the train, however long it may be, and passengers walk from carriage to carriage, meeting with all sorts and conditions of men, women and children. If disposed, the traveller has no difficulty in entering into conversation with his fellow passengers and obtaining information and often a fund of amusement not to be obtained in any other way.

I reached Montreal in time to take passage by the "Laurentian," of the Allan Line. She has less passenger accommodation than the "Parisian" and we were not long in getting on the most friendly terms with each other: a more genial party could hardly have been got together. The courtesy and efficiency of the officers of the Allan

Line (one of the oldest and wealthiest shipping firms of the country) is proverbial. Everything connected with the Line is of the most perfect and up-to-date description. Old voyagers across the Atlantic know this well, and it is always necessary to secure berths some time in advance. So much is this the case that Messrs. Allan are having built 4 new steamers of about 10,000 tons each to meet the requirements of their ever-increasing business. Under such circumstances, and given the splendid weather we had the whole of the way from Montreal to Liverpool, it cannot be wondered that all the passengers seemed to wish the voyage could be prolonged, and regretted that the time had come for breaking up as happy a party as ever crossed the Atlantic.

At the request of many friends who have expressed a wish that I should give them an account of my delightful three months' trip, I have been induced to pen this sketch, with no pretensions to literary merit. I have only attempted to describe in homely language what I have myself seen, a mere fringe of what would require years to become fully acquainted with. If my sketch should be the means of inducing others to take a similar trip or to become permanent residents of Canada, I shall feel that I have done some good. As a practical farmer, I have no hesitation in recommending Canada as a field for agricultural pursuits. Varied in character to suit all classes of farmers, there would be no difficulty in meeting the requirements of all. For intending settlers with £1,000 capital or more, either Ontario or British Columbia would be found to repay them for investment, whilst with less capital than £1,000 Manitoba and Alberta would be found to give good openings; and for the poor man without capital, but with

health and energy and capability for farm work, a grand future lies before him in Manitoba. By working on a farm for a year or two a man may save sufficient money and gain enough experience to enable him to take up 160 acres of land and lay the foundation of a home and landed estate that must become more valuable year by year. There are many thousands of small English farmers who are struggling here at home year by year to keep their heads above water, with all the wearing anxiety of rent days and manure bills, who would have no difficulty in soon placing themselves in a position of comfort and affluence in Canada. Had I known so much of Canada 25 years ago as I do now I should not have hesitated to settle there; but now, verging on three score years and ten, I must leave the great advantages that Canada offers to be accepted by younger men.

In no country and under no form of Government do the people seem so satisfied as the Canadians. Having no foreign policy to agitate them, they devote themselves entirely to domestic legislation. The end and aim of the Government is legislating for mercantile, manufacturing and agricultural enterprise. I ought to have placed agriculture first, as it is the most important consideration of the Government, whose main object is to do all they can to encourage agricultural immigration and to help agricultural immigrants who arrive in the country. Free land is granted, and free education provided, and it is impossible to imagine more fervid loyalty than is everywhere expressed for the Old Country and the Queen, and the warm welcome that everywhere awaits the casual visitor or the permanent settler. I have not attempted to go into the various details which the intending

visitor or settler would require to know, but volumes of books giving every information have been published by the Canadian Dominion Government, by the Canadian Pacific Railway and by Messrs Allan Bros., Liverpool, and may be obtained from either of these sources by any one applying for them.